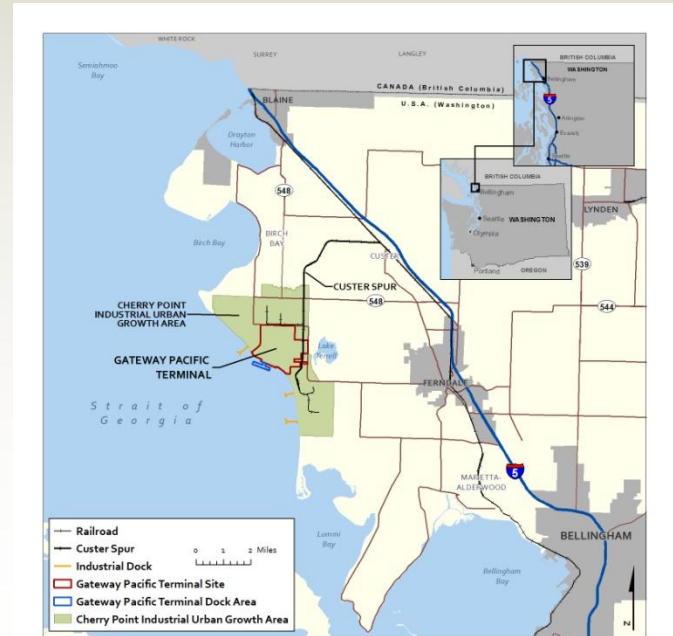


Welcome to the scoping meeting

At this meeting, you can:

- Review displays about the proposal and the EIS process
- Talk to staff and ask questions
- Provide written and verbal comments



Project Vicinity Map

Why an Environmental Impact Statement?

- Pacific International Terminals, Inc. has proposed a deepwater multimodal terminal in Whatcom County. As a connected action, BNSF Railway has submitted an application to modify the Custer Spur which extends to the industrial areas of the Cherry Point Industrial Urban Growth Area (UGA).
- Under NEPA regulations, an environmental impact statement (EIS) is necessary if a proposal is likely to significantly affect the quality of the human environment.
- Under SEPA, an EIS is necessary if a proposal is likely to result in significant adverse environmental impacts under state regulations.
- The US Army Corps of Engineers (Corps), the lead federal agency, together with the Washington Department of Ecology (Ecology) and Whatcom County have joined as Co-Lead Agencies to prepare a combined NEPA and SEPA environmental impact statement before any permit decisions will be made on these proposals.

Co-Lead agencies and regulatory authority

*The Co- Lead Agencies (below) will use information provided through the environmental review process, and through the permit application process to make decisions.**



**US Army Corps
of Engineers®**

Regulated activities

Discharge of dredge or fill material into waters of the US and dredge or work in or over navigable waters

Regulatory authority

Section 404 of the Clean Water Act
Section 10 of the Rivers and Harbors Act

NEPA
Process

Decisions following NEPA/SEPA

The Corps' Record of Decision on effects, alternatives, compliance with other federal laws, commitments and mitigation measures and permit decisions



**DEPARTMENT OF
ECOLOGY**
State of Washington

Discharges to waters of the US, including wetlands, discharge of stormwater to surface water, and qualifying activity within a coastal county

Section 401 & 402 of the Clean Water Act
Coastal Zone Management Act

SEPA
Process

Ecology's decision on the Water Quality Certification, NPDES and Coastal Zone Management Certification*



**WHATCOM COUNTY
WASHINGTON**

Land use approvals, including approvals within the designated shoreline

Whatcom county codes
Title 15, 16, 17, 20,
23, and 24

SEPA
Process

County Council decision on the Major Development Permit and Shoreline Substantial Development Permit application

** Other federal and state agencies will use information from the EIS for their related actions and permit processes.*



**US Army Corps
of Engineers®**

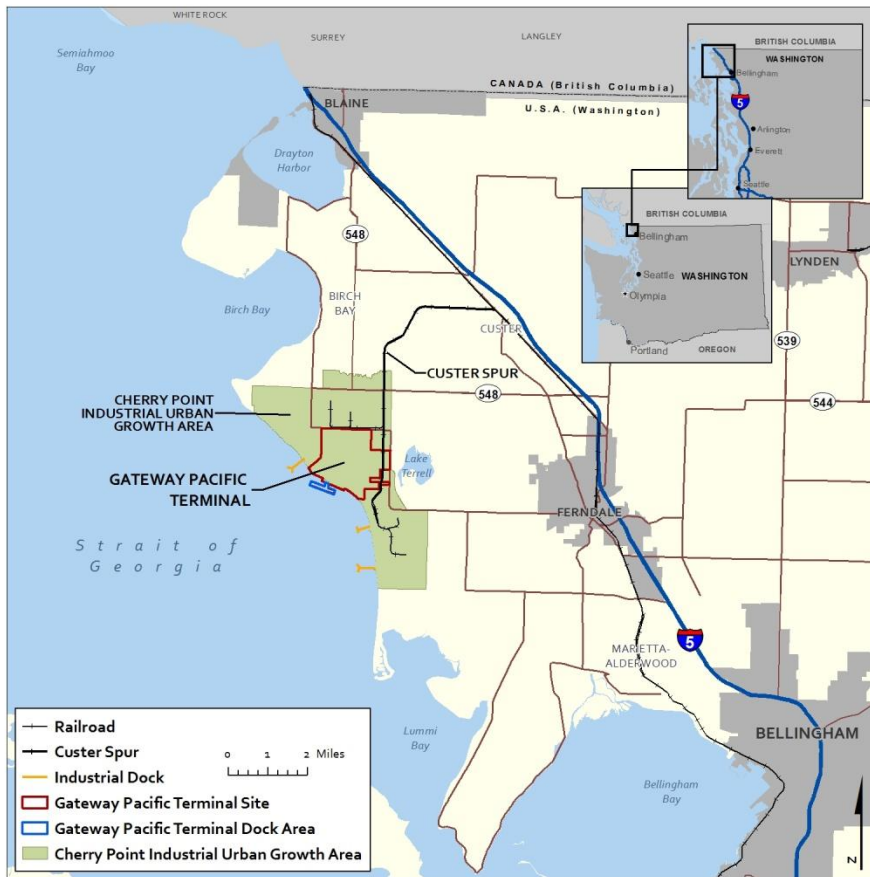


**DEPARTMENT OF
ECOLOGY**
State of Washington



**WHATCOM COUNTY
WASHINGTON**

Proposal overview



Gateway Pacific Terminal proposal:

- Located within the Cherry Point Industrial Urban Growth Area (UGA)
- Total site is about 1,500 acres; development would occur on approximately 334 acres

Custer Spur Modification proposal:

- Adds support tracks to serve the terminal
- Installs second track along the approximately six-mile long Custer Spur

Applicants' stated purpose/objectives

The applicants' submitted their proposed purpose/objectives as follows:

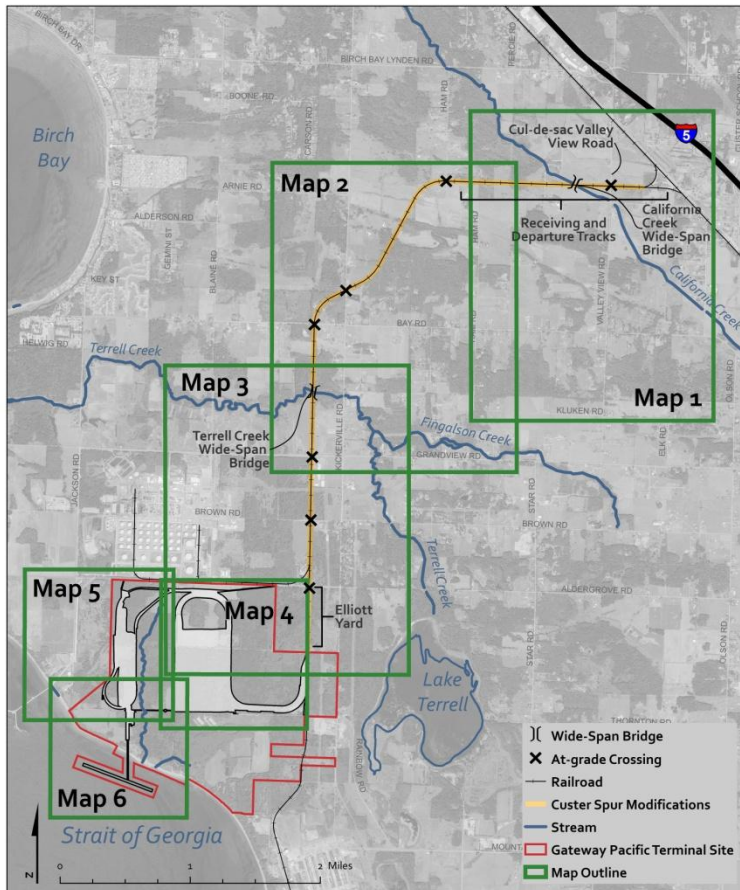
Gateway Pacific Terminal proposal:

To develop and successfully operate a multimodal marine terminal, including a deep-draft wharf with access trestle and other associated upland facilities, for export and import of multiple dry bulk commodities ("multimodal deep-water bulk terminal") within the Cherry Point Industrial UGA to meet international and domestic demand.

Custer Spur Modification proposal:

Improvements to the BNSF Cherry Point Subdivision Mainline (Custer Spur) are necessary to accommodate the number, length, and weight of trains, as well as to safely and efficiently provide rail services for the existing facilities in the Cherry Point Industrial Area and the proposed GPT facility. Current capacity is insufficient to efficiently and safely handle the potential volume and length of trains without impacting operations on the Cherry Point Subdivision Mainline or the Bellingham Subdivision Mainline.

Map Index of Proposal Components



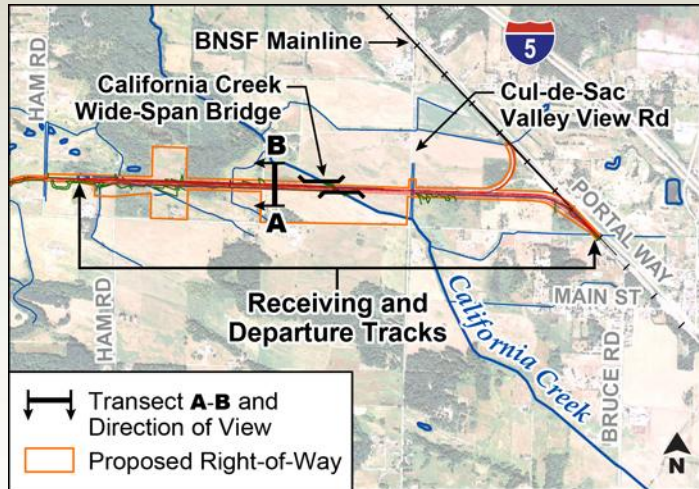
Custer Spur Modification:

- **Map 1–BNSF Mainline to Ham Road**
 - Add support tracks
 - Two main tracks
- **Map 2–BNSF Ham Road to Grandview Road**
 - Add one main track for a total of two between BNSF mainline and Elliott Yard
- **Map 3–BNSF Grandview Road to Elliott Yard**
 - Add one main track for a total of two
 - Add two yard tracks for a total of eight at Elliott Yard

Gateway Pacific Terminal:

- **Map 4–East Loop Area**
 - Rail loop and unloading station
 - 80-acre stockyard and associated machinery
- **Map 5–West Loop Area**
 - Rail loop and unloading station
 - 752,000 square foot storage shed and associated machinery
- **Map 6– Wharf and Access Trestle Area**
 - Three berth wharf and ship loading equipment
 - Access Trestle

Map 1 – BNSF Mainline to Ham Road

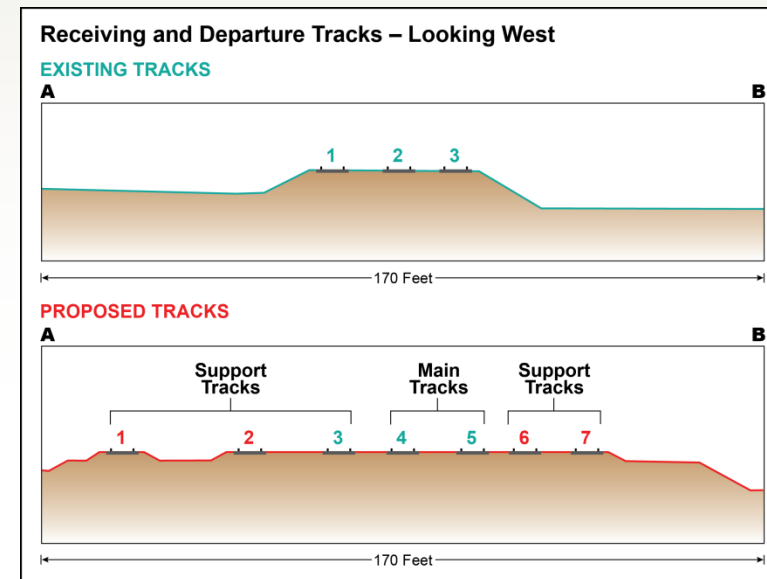
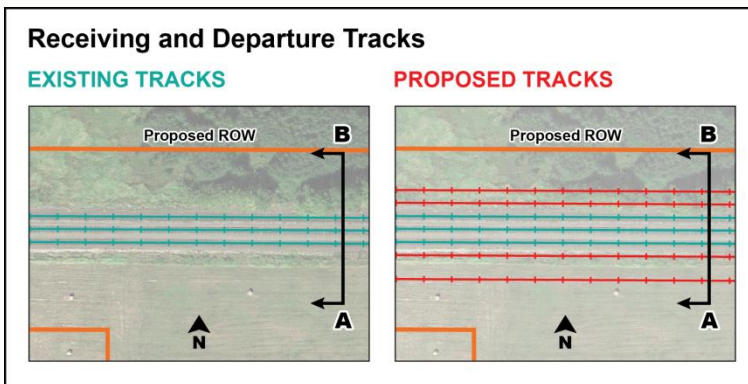


BNSF Railway's receiving and departure tracks:

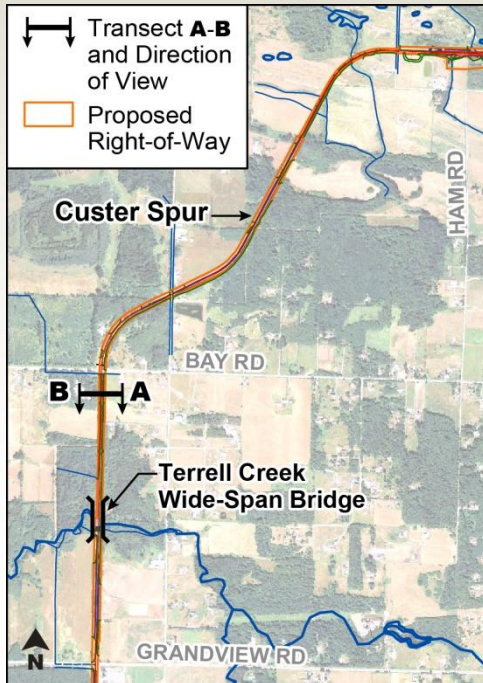
- Add four support tracks for a total of five
- Two main tracks



Facing west toward receiving and departure tracks



Map 2 –Ham Road to Grandview Road



BNSF Railway's Custer Spur tracks:

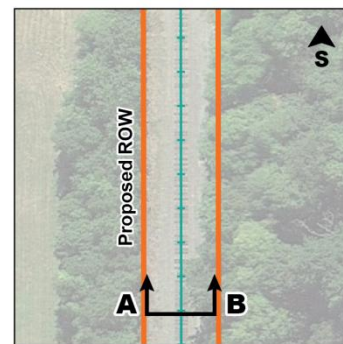
- Add one main track for a total of two between the BNSF Mainline and Elliott Yard



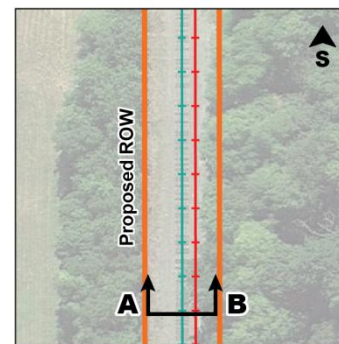
Track along Custer Spur

Custer Spur

EXISTING TRACK

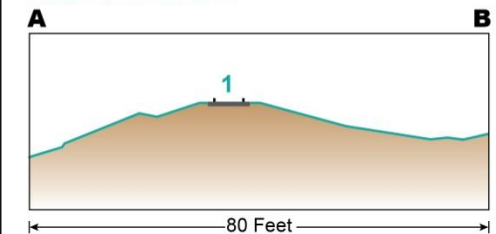


PROPOSED TRACKS

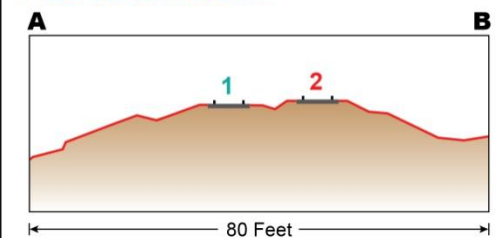


Custer Spur – Looking South

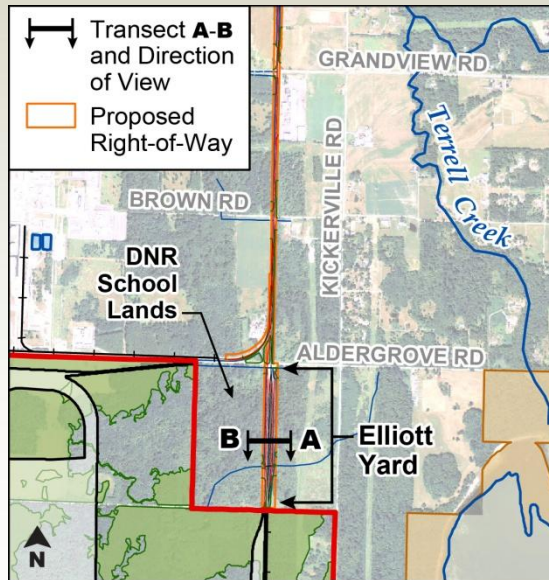
EXISTING TRACK



PROPOSED TRACKS



Map 3 – Grandview Road to Elliott Yard



BNSF Railway's Elliott Yard:

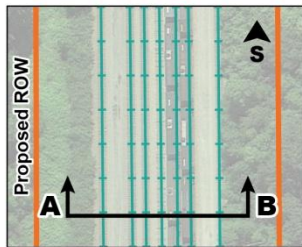
- Add two yard tracks for a total of eight
- Add one main track for a total of two



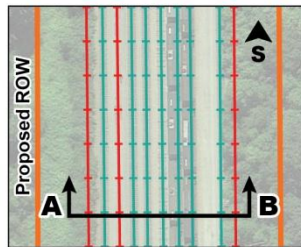
Facing south toward Elliott Yard

Elliott Yard

EXISTING TRACK

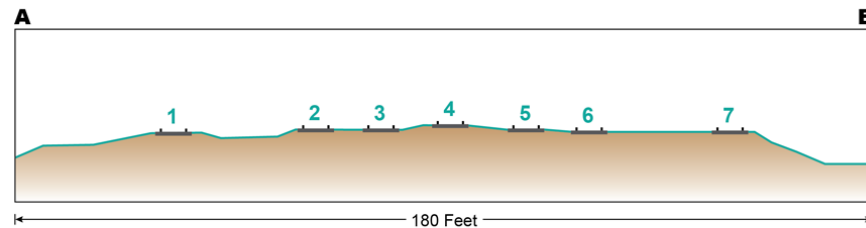


PROPOSED TRACKS

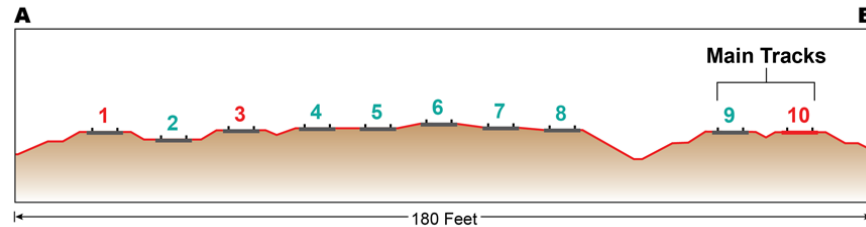


Elliott Yard – Looking South

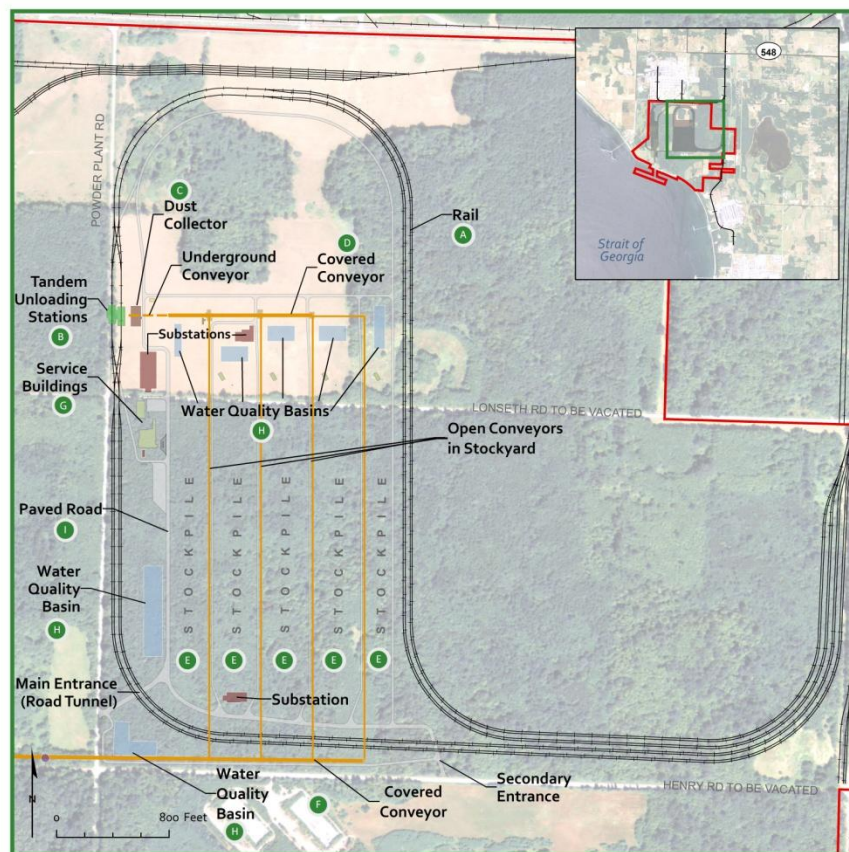
EXISTING TRACKS



PROPOSED TRACKS



Map 4 - East Loop Area



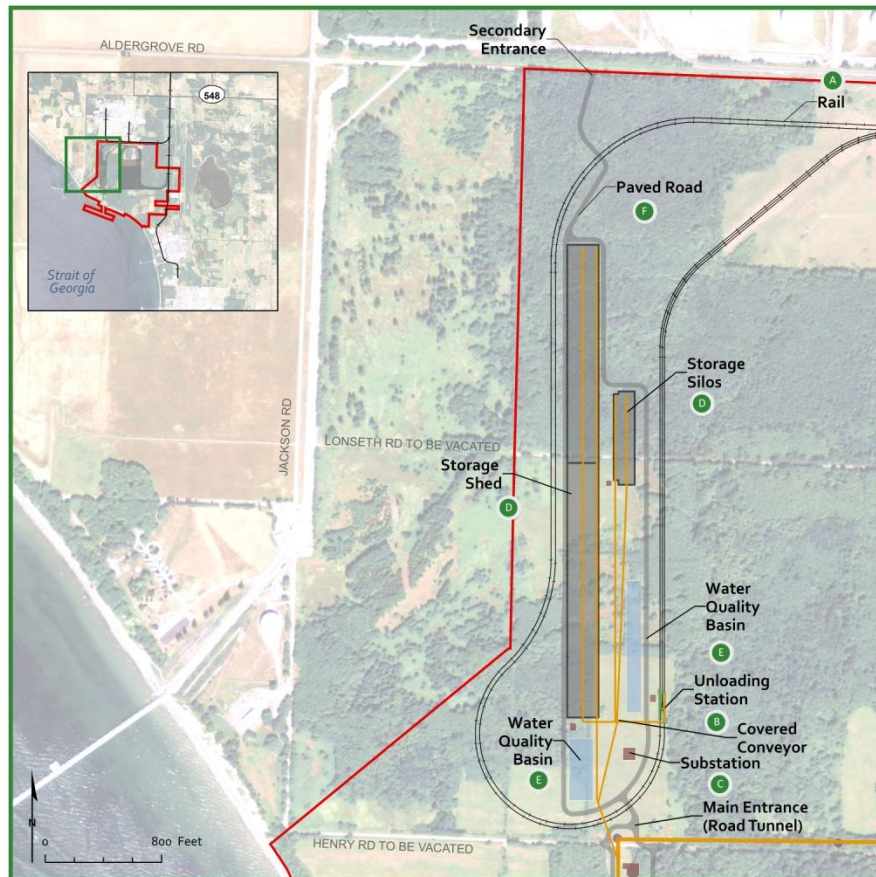
East Loop Area

- A** Four rail tracks looping around the stockyard and connecting to the unloading station
- B** Two tandem unloading stations to unload gondola-style (cars that are flipped to empty) railway cars into a covered conveyor
- C** Dust collector to control dust
- D** Multiple covered conveyor lines including four stockyard conveyor lines
- E** Five linear stockpiles and rail-mounted stacker/reclaimers that service the stockpiles
- F** A covered conveyor to move material out of the stockyard to the shared services area
- G** A maintenance building, an administration building, and two security gatehouses
- H** Water quality basins to collect runoff
- I** Paved roadways for vehicle access

Description of operations:

Once a train arrives at the Terminal **A**, it would pass through the enclosed unloading station **B**, and rail cars would be emptied two or more at a time into a bin beneath the rails. Once unloaded, the commodity would be moved along covered conveyor belts **D** to the stockyard **E**. At the stockyard, stacker/reclaimers would place the material in stock piles. The reclaimer would then scoop commodities from the stockpiles onto open conveyors that connect to the covered conveyor **F** that connects to the access trestle and wharf.

Map 5 - West Loop Area



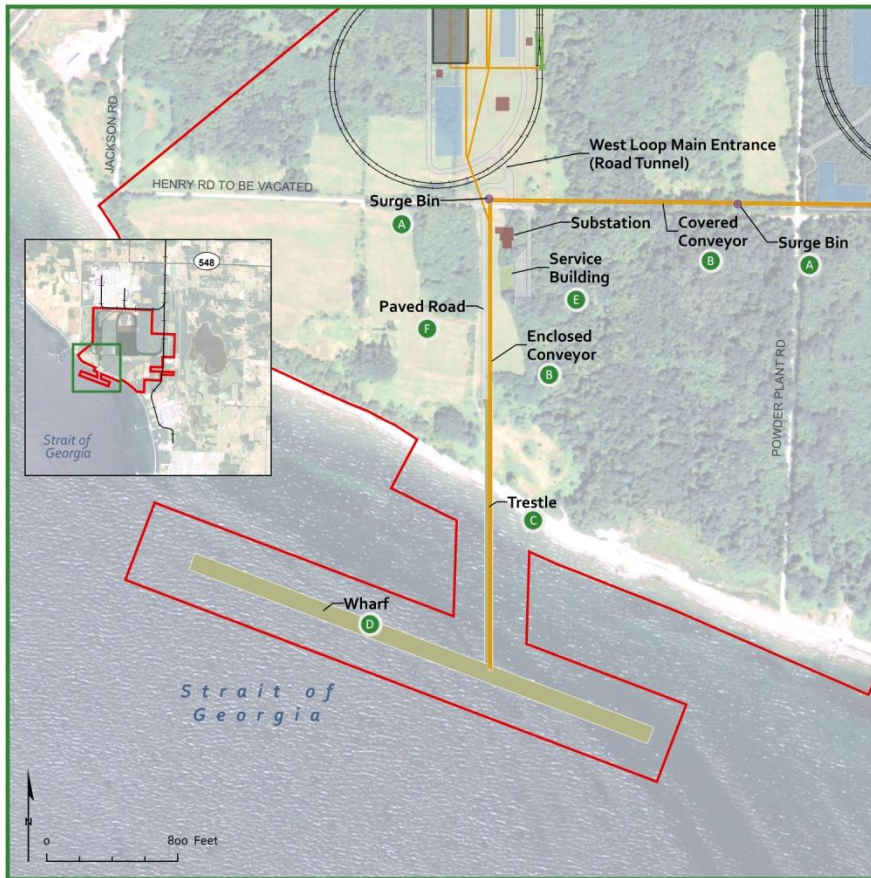
West Loop Area

- A** Two rail tracks connecting to the unloading station and forming a loop (a third track along the east side will be used by empty trains)
- B** Unloading station to unload closed-top hopper railcars into a covered conveyor
- C** Covered conveyors to move materials between the unloading station, storage area and the shared services area
- D** A storage shed and six storage silos
- E** Water quality basins to collect runoff from ditches
- F** Paved roadways for vehicle access

Description of operations:

Once a train arrives at the terminal **A**, it would pass through the enclosed unloading station **B**, and rail cars would be emptied two at a time into a bin beneath the rails. Once unloaded, the commodity would be moved along covered conveyor belts **C** to the storage areas **D**. At the storage area, stacker/reclaimers would place the material in storage piles. A reclaimer would then scoop commodities from the storage areas onto a covered conveyor **C** that connects to the access trestle and wharf.

Map 6 - Wharf and Access Trestle Area



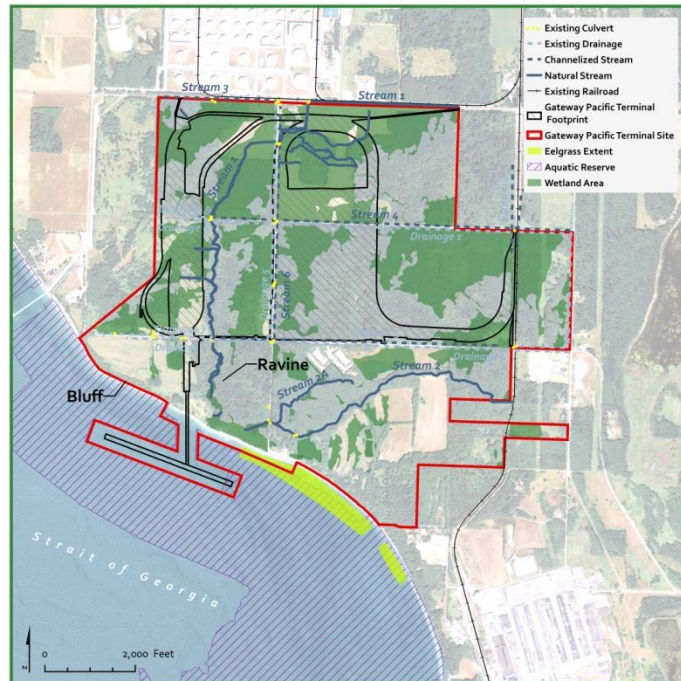
Wharf and Terminal Area

- (A) Surge bin to regulate the flow of material
- (B) Covered conveyor lines for transfer of commodities
- (C) Access trestle for three enclosed conveyor lines and vehicle access between the shoreline and wharf
- (D) Wharf with three deep-water berths, three shiploaders, and belt conveyors in an enclosed elevated gallery
- (E) Longshoreman's service and administration building
- (F) Paved roadways for vehicle access

Description of operations:

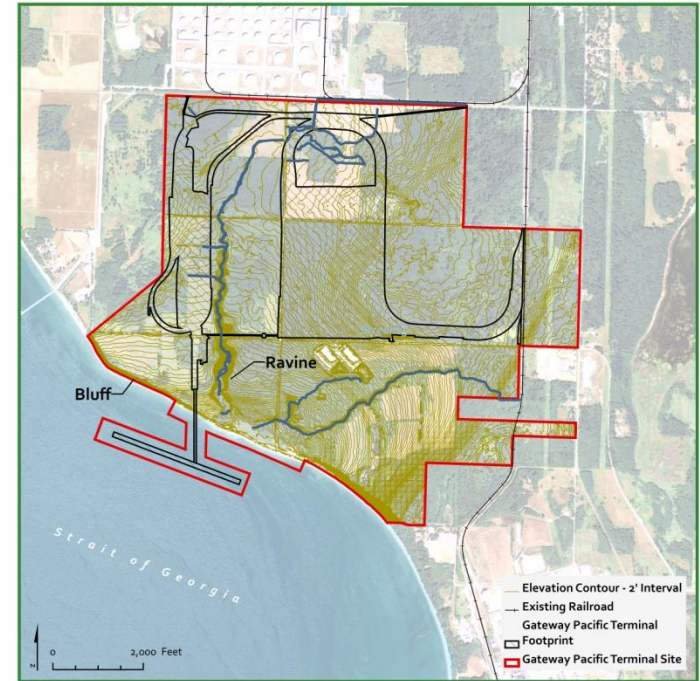
Materials from the east and west loops would pass through a surge bin (A) and onto the shared services conveyor lines and trestle (B) and (C). From the trestle conveyors, commodities would be transported to the wharf (D) where shiploaders would load materials into vessels.

Gateway Pacific Terminal proposal: environmental setting



Natural Features:

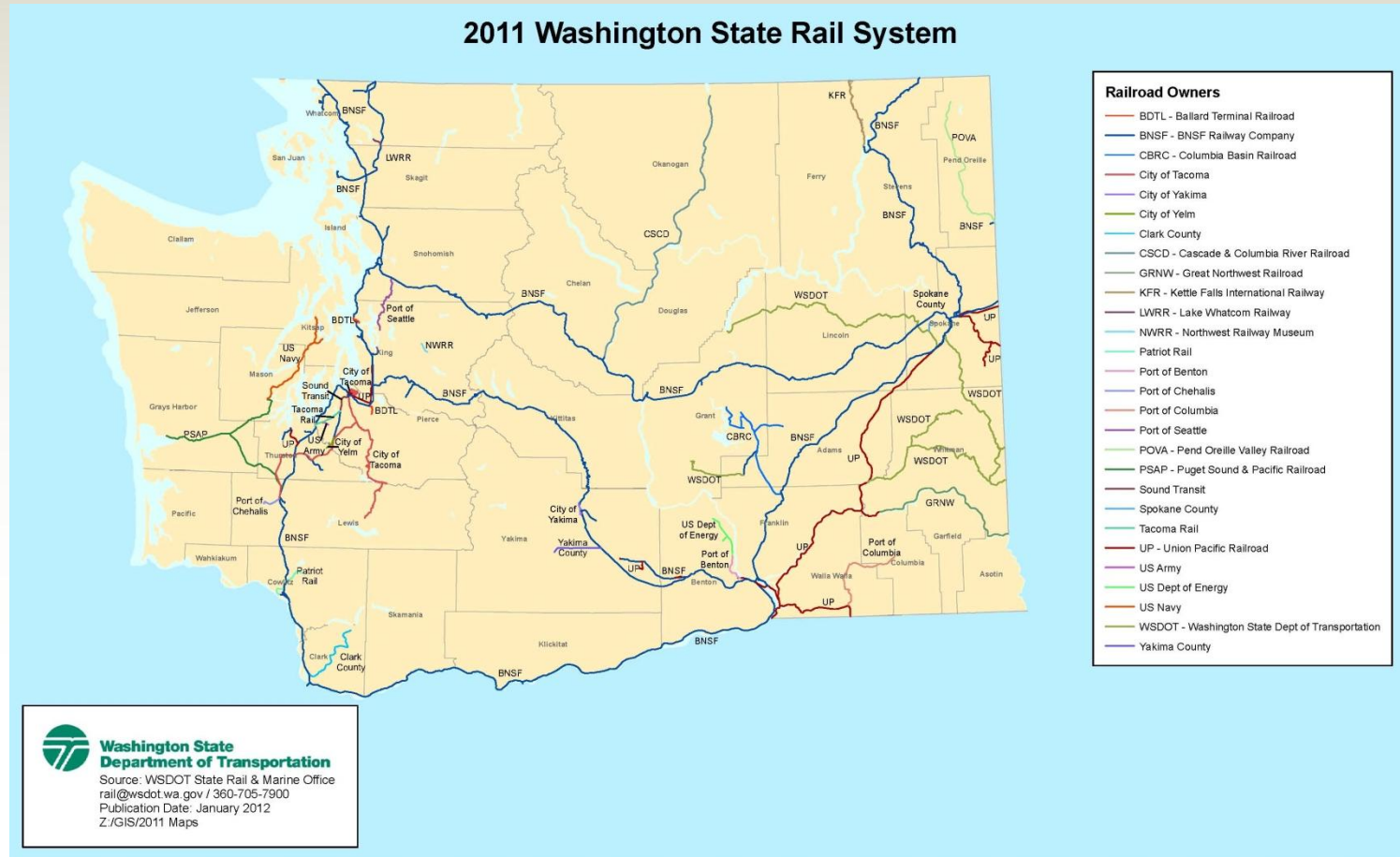
- Wetlands
- Shorelines
- Streams/drainages
- Marine habitats
- Eelgrass
- Bluff
- Ravine



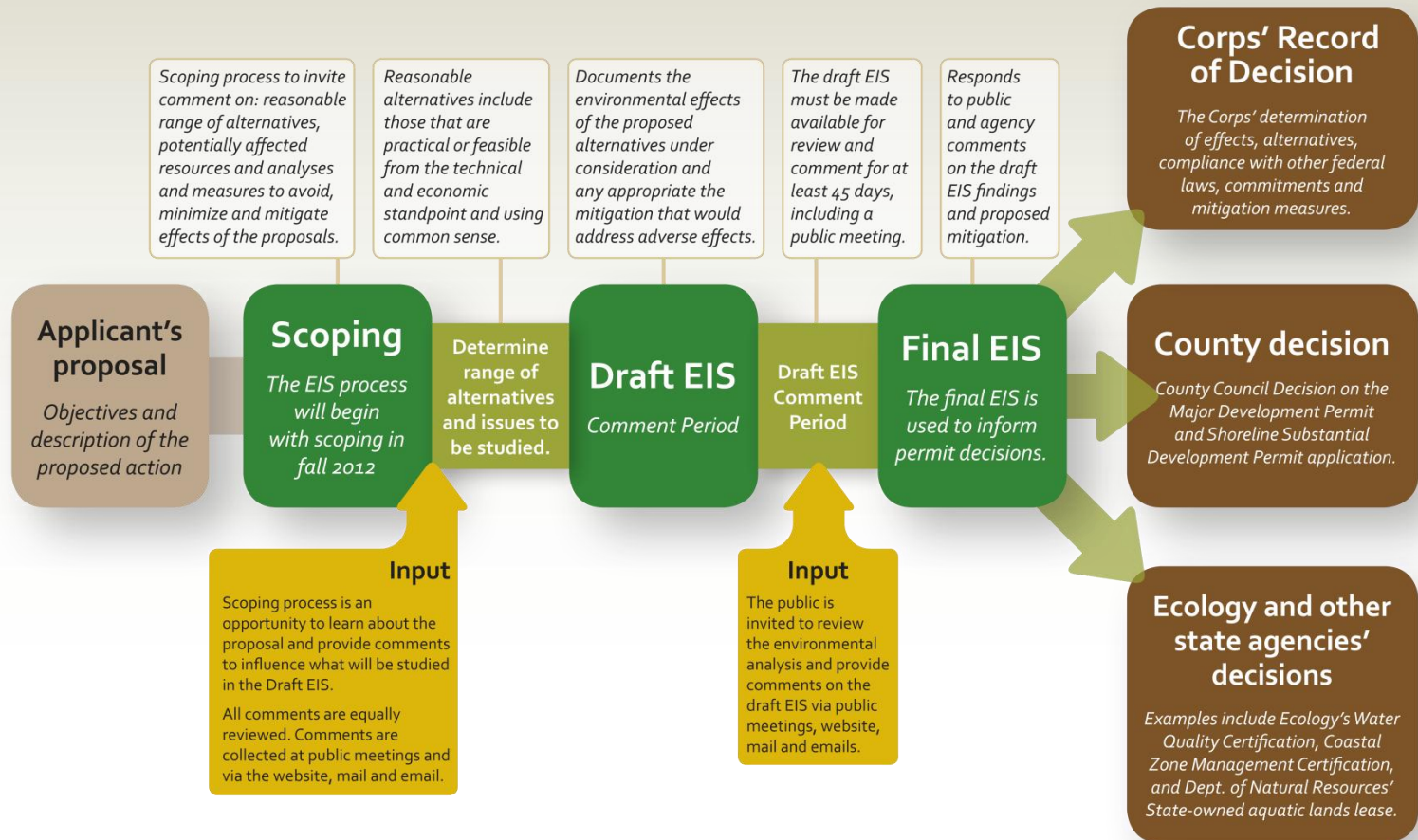
Built Features:

- County roadways
- BNSF right-of-way

Rail Routes in Washington State



Environmental impact statement process



Scoping overview

Scoping is a required step in preparing an EIS. Scoping includes:

- Notice about a proposed action and the EIS process to interested people and agencies
- An opportunity for agencies and the public to provide input about:
 - Reasonable range of alternatives
 - Potentially affected resources and extent of analyses
 - Significant unavoidable adverse impacts
 - Measures to avoid, minimize and mitigate effects of the proposals

After scoping the Co-Lead Agencies will:

- Review comments and summarize input into a scoping report
- Use scoping input to develop a scope of analysis for the Draft EIS

NEPA purpose statement

Based on the applicants' stated purposes and the public interest perspective, for NEPA analyses the Corps has preliminarily defined the purposes of the proposals as follows:

- Gateway Pacific Terminal proposal: The purpose of the project is to develop and operate a multimodal deepwater bulk terminal for export and import of dry bulk commodities to meet international and domestic demand.
- Custer Spur Modification proposal: The purpose of the project is to improve freight access and capacity on the BNSF Cherry Point Subdivision Mainline for the existing facilities in the Cherry Point Industrial Area including the proposed Gateway Pacific Terminal facility.

Providing scoping comments

The Co-Lead Agencies will accept comments for 120 days from September 24, 2012 through January 21, 2013.

Provide scoping comments:

- Mail to: GPT/BNSF Custer Spur EIS Co-Lead Agencies c/o CH2M HILL; 1100 112th Avenue NE, Suite 400; Bellevue, WA 98004
- Email to: comments@eisgatewaypacificwa.gov
- Participate in an online meeting and submit comments at: www.eisgatewaypacificwa.gov
- Complete a written comment form
- Provide verbal comments at a public meeting

Scoping comments

What comments are useful to the Co-Lead Agencies during scoping?

- Identify **probable impacts** that should be considered in the EIS
- Suggest **methods of analysis** that should be used
- Identify **minimization and mitigation measures** that may reduce or eliminate the adverse impacts
- Suggest **alternatives** to the proposal that should be considered

Scoping comments

Resources that could be studied in the EIS:

- Air quality
- Archaeological, cultural and historic resources
- Environmental justice (impacts to minority and low-income communities)
- Fisheries
- Floodplain/hydraulics
- Geological resources
- Human health
- Hazardous materials
- Land use and the economy
- Noise
- Parks and recreation
- Right-of-way
- Socioeconomics
- Transportation
- Utilities
- Vegetation
- Visual resources
- Water resources
- Wetlands
- Wildlife